

Inneswood Apartments

Pre-Application Meeting Submittal

Project Narrative, Proposal Summary and List of Questions for City to Address

This narrative is in two parts, the first prepared by Core Design, Inc. discusses existing conditions and storm water control and treatment issues which include incorporating stormwater facilities for the proposed Inneswood Estates 10-Lot single family residential development, see permit PP-13-00003. The second prepared by Milbrandt Architects, Inc discusses the planning and architectural elements of the proposed development. The developed concepts and plans are based on discussions held with the design team and City Staff at two collaboration meetings held on May 20th, 2014 and July 1st, 2014. Draft meeting notes from these meetings are included with this submittal.

Existing Site Information and Analysis

Existing Site Analysis of Surrounding Features:

- Existing Conditions

The Inneswood Estates Short Plat is in the recording process. For the original lot the bordering properties to the northwest, west and southwest are Single Family Residential. The property to the south is multi-family and the properties east across Newport Way NW are office/commercial. The site currently has one residence with lawn immediately surrounding the residence and the remainder of the site forested. See air photo titled Inneswood Estates Site Development Parcels.

Newport Way NW has no sidewalk, curb or gutter and the existing stormwater infrastructure consists of a grass lined ditch on the west side of Newport Way NW. The ditch flows east through a 12-inch culvert under Newport Way approximately 200 feet north of Juniper Way NW. The pipe outlets to a deep trench before sheet flowing northeast across private property.

- Proposed Development

The proposed development is located in the eastern portion of the Inneswood Estates Short Plat which is due for recording shortly. The portion of the property being developed consists of Tract B, containing steep slope critical areas (included for tree retention) and Parcels B and C. The development involves constructing separate apartment buildings within the two parcels. They will be located to minimize disturbance to steep slopes and their buffers. See Air Photo

Frontage improvements include half street improvement consisting of parallel parking, curb, gutter, sidewalk and street trees. The storm water will be detained and treated as required and discharged to the existing storm drain system in NW Juniper Street system (which has a confluence with the existing discharge location within a quarter mile of the site). This connection to the public storm drain system will eliminate sheet flow of both private and public stormwater across private property.

Development Objectives:

There are two main goals of this project in regards to stormwater management. The first is to minimize visibility of stormwater facilities to both future residents and the public. The second is to combine onsite amenities with these stormwater facilities. These goals will be achieved by a detention/water quality vault behind the Parcel B apartment complex under the planned recreational space. This allows the vault to be utilized as a gathering place for residents while remaining hidden from Newport Way NW. Filterra systems will be utilized with the street trees to provide both water quality treatment and visual aesthetics for the frontage area on Newport Way NW. Although, there is no space for a recreational area over the Parcel C vault, it will remain hidden from the street while maintaining functionality for stormwater management.

Design Standards:

- Storm Water Flow Control and Water Quality Treatment:

The City wide standard for detention is Conservation Flow Control (Level 2), which requires that the developed condition discharge durations match the existing condition durations from 50% of the 2-year to the 50-year storm events and that the developed 2-year and 10-year peak discharge rates do not exceed the existing 2-year and 10-year peak discharge rates, respectively. The City wide standard for water quality treatment is Sensitive Lake, which requires an 80% reduction of total suspended solids and a 50% reduction of total phosphorus.

- Stormwater Vault

The Parcel B vault (which also provides detention and water quality treatment for the proposed preliminary plat to the west) provides Level 2 flow control and sensitive lake water quality treatment through a two facility treatment train consisting of dead storage followed by a sand filter vault. Since the frontage area on Newport Way is unable to drain to the vault due to topography, the Parcel B vault will overdetain for this area (while water quality treatment is provided by Filterra systems).

Due to existing topographic constraints and site limitations, the Parcel C vault will only provide detention since the frontage area will be treated through Filterra units. Refer to the Conceptual Grading and Utilities Plans.

Architectural Concepts

Development objectives:

It is the goal of the Central Issaquah Plan to create an animated and connected urban community where Central Issaquah can be redeveloped into a more sustainable, compact, mixed use area, and our proposed Inneswood Apartment Buildings will help achieve those goals. Our project consisting of one larger main building of 74 apartment units and a second, smaller 7 unit apartment building, is located along NW Newport Way. Our aim is for this development to act as a catalyst project for the South Gilman area; creating a more urban, dense, and lively residential development in line with the future vision for the area. This site and our development will act as a bridge, helping to transition from the medium urban commercial scale developments located towards Gilman and the low density single family developments to the south and up the hill to west. With our plan, we will help transform Newport Way into the urban “Parkway” Circulation Facility envisioned for it in the Central Issaquah Plan; providing safe and attractive pedestrian facilities that currently do not exist and setting the standard for future mixed use developments in the area.

Design Standards:

- Site Design:

Using the Central Issaquah Plan as our guide, we have worked with the unique characteristics of our site (including the imposing hillside) and have found a way to work with the natural topography to shelter the required parking facilities and integrating the structure into the existing natural surroundings. We have also incorporated the standards of Circulation Priorities by creating a “Parkway” Circulation Facility as described in the Central Issaquah Plan along our frontage on Newport Way. In orienting our proposed buildings such that they run parallel to Newport Way they meet the build-to line requirements of the code as well as helping create an active and engaged streetscape that will be pleasing and safe for pedestrians. To really emphasize this pedestrian zone we have located two-story townhomes right up to the build-to line across the length of the project. By providing direct entry for each unit off of the sidewalk along Newport Way it creates multiple opportunities for community interaction while lending a human scale to the project at street level. As the first of many developments to come in the future of the Central Issaquah redevelopment, our proposed project has the opportunity to help establish a sense of place by creating a development with strong modern and urban character that will help influence future developments; all of which will fall in line with what has been envisioned for the Gilman district and is documented in the Central Issaquah Plan.

Our design will work with the existing features and context of the site through preservation of much of the natural greenery and treescape of the hillside, both for the future residents and for the greater Issaquah community. Our project will balance the need to create a denser, urban, residential community while maintaining much of the natural beauty and views of the area.

- Circulation Design:

Our proposed project has implemented the standards of Circulation Design outlined in the Central Issaquah Design Standards by being designed to be universally accessible, incorporating elements that are multi-functional, designing safe and attractive circulation facilities for both motorists and pedestrians, and through strong integration of landscape elements into these circulation facilities.

The site design was drafted to ensure accessibility to all; all public ways and building access points meet the criteria for accessible routes and provide features to enhance the use of such areas by all potential visitors and residents. Spaces along the primary circulation route have been treated to perpetuate multiple uses, with opportunities for rest and gathering at areas like our raised planters and proposed street furniture.

To further promote the safety of our on-site circulation facilities we have minimized the number of motorist entries and drive aisles on the site. Two access points to the under-building parking are proposed; when motorist do enter the site, they are made aware that they are entering a shared pedestrian zone by visual cues and material selections that clearly indicate that they are to proceed with caution, with additional marking of prominent crosswalk points. The drive aisles designed on site are sized at 20' wide per the code to allow two-way traffic. Where 90 degree head-in parking is planned at the main entry of the large building and within the under-building parking, an additional four feet of width is provided for the required vehicle maneuvering.

The standards set forth in the Non-Motorized Facilities section of the code have been addressed by creating circulation facilities to accommodate all modes of non-motorized traffic. The proposed plan incorporates a continuous five foot wide sidewalk along Newport Way that is separated from the curb by a five foot planting strip. Due to the lack of nearby on-street parking we are proposing the addition of parallel parking along sections of the project site. Where parallel stalls are planned, the sidewalk extends a full 10 feet from back of curb in strategic locations to allow vehicle occupants to safely and easily access their vehicles. The placement of these widened areas have been located to maintain the 30 foot street tree spacing requirement while locating the trees to interfere as little as possible with the swing of car doors. On the building side of the sidewalk opportunities for rest and gathering are provided with the inclusion of elements such as raised planting beds and benches in the design. In addition to the sidewalk, a separate dedicated bicycle traffic lane is proposed as part of the

Parkway design standards in the new Newport Way road section. With our proposed circulation facilities, we will be providing the missing pedestrian facilities that are critical to the area which will help further the goals of connecting to core streets like NW Maple St. to the surrounding residential developments.

Our proposed planting areas shall include landscape consistent with the goals laid out in the Landscaping Standards of Chapter 10. We are proposing a modified standard in place of the code described planting strips, where street trees will be planted per the required spacing

and species standards, with breaks of sidewalk for access to the proposed parallel parking stalls. The street trees will be located every 30' on center along Newport Way with the exception of driveway entrances where the view angle will become a factor in tree placement.

- Community Space Design

The proposed site and building design meets the design standards laid out in the Central Issaquah Plan for community space by incorporating varied community spaces for residents and by creating a site that positively contributes to the public realm through the creation of a livable and safe street scape. According to Chapter 7, our residential development is not required to have public community spaces, and we don't believe a large public community spaces would be appropriate for a development of this nature. The frontage of our building and the abutting circulation facilities have been carefully considered and designed to foster opportunities for meeting and interaction, with both small scale places for sitting and rest, and through widening of sidewalks where people can stop and chat. This feeling is achieved by locating the townhome porches along the public circulation facilities and providing opportunities for a lively street atmosphere. The private community spaces we are providing for the project residents are located at the rear of our large building, with an outdoor patio nestled between the building and the surrounding hillside and raised above the levels of parking so that they are actively engaged by residents. The patio will be designed around a fire pit/ barbeque area and will incorporate into its design multiple seating areas. The outdoor patio will also incorporate a sheltered canopy area to protect against the elements. This community patio area is designed to be accessed through two additional indoor amenity spaces serving the residents; a community great room and exercise facility. These interior spaces provide opportunities for alternative recreational activities and an opportunity for gatherings when weather dissuades them from using the outdoor patio space.

- Building Design:

The proposed development plan includes two buildings for the site; one larger, main building and a second smaller scale building at the south end of the site. The pair of buildings included in our proposal meets the standards laid out in the Central Issaquah Plan by creating lively, interesting façades that front on and create a continuous street wall. By designing our buildings to achieve modulation above what is required in the plan we have created additional opportunities for spaces where informal gatherings and meeting can occur and promote the lively, safe and attractive pedestrian facilities desired by the Plan. In creating a higher density, urban residential development that treats its building mass such that it does not overwhelm users at the pedestrian level, and by taking advantage of the opportunities for existing views and green spaces we feel that our proposed building design exceeds the standards set forth in the Central Issaquah Plan and will be a positive addition to the Newport Way streetscape.

Our building has been designed such that there are no large blank walls facing out on Newport Way; and in fact there are no blank walls on any of the building facades. Materials and building modulation will be varied in a way that different spaces and uses within

individual units become defined and identifiable from the exterior. Through this modulation and change in materials and color we will avoid the creation of long, flat, and boring wall planes. Building modulations will also ensure interest is maintained on building surfaces where fenestrations are not possible. Treatments and detailing will be continuous around the building, with no one side reading as being more important than another, and thus reducing the distinction between conceptions of front and back side building importance.

Along with the horizontal building modulations, we have stepped the large building back at the third floor plane where the transition from townhomes and parking to stacked flat apartments occurs. This was done to help break up the building's mass and preserve the human scale of the pedestrian realm at street level. The large building is designed to appear to passersby as two separate buildings, being of similar yet slightly different languages, both in detailing and material use. Materials will transition as you move up the building, responding to the difference between ground and sky conditions. With the smaller 7 unit building, we felt that such a step back was not warranted, and that the building's size is appropriate for the scale of users moving through the site. Similar detailing in materials is planned for use across both buildings to create a cohesive streetscape.

As was stated when addressing Circulation Design Standards, our buildings are oriented in a way that the primary circulation facilities are always engaged and lively. We are locating townhome units so they step right out onto the public realm and conceal the parking structure behind. The under-building parking structures are built into the hillside in an effort to further minimize their presence. Our buildings are located on the built-to-line to create the feeling of a continuous street wall across the length of the townhomes. Street wall character and plane at these locations has been varied in character; comprised of planting beds and raised covered porches recessed slightly from the plane of the front townhome walls. At areas such as the main entry to our large building and in front of the parking structure of our small building, we will be continuing the street wall through the use of raised planted beds and articulated architectural entry forming features. At the larger main building entry specifically, an exterior entry courtyard is framed on the street front with a prominent gateway feature to signal the location of the main entry, while the actual entry to the building interior is recessed off the street through the courtyard. Areas like these will provide opportunities for rest, gathering and social interaction while still maintaining the strong street presence desired by the Plan.

Our building design calls for large fenestration groupings to take advantage of views in and around the site. All units will be designed such that there is an opportunity for private outdoor space through the inclusion of decks and balconies.

- **Parking Design:**

In our design we have met the standards for parking and parking facilities outlined in the Central Issaquah Design Standards by locating parking facilities on site such that their appearance is minimized to the public realm. Driveways and site access roads have been located and sized such that they minimally impact planned pedestrian circulation facilities,

while our parking structures provide the maximum allowed parking to meet the needs of the future residents without putting strain on surrounding parking infrastructure.

As stated before when addressing Building Design Standards, parking for both buildings is provided in under-building structured parking which are sunk back into the hillside. In the larger 74 unit apartment building, we have designed the parking structure to be concealed behind a row of 12 townhome units, sheltering it from view from the primary Circulation Facilities of Newport Way and adding to the lively parkway atmosphere. The trade off in this design plan is that natural daylight and ventilation opportunities are reduced, however will be included where possible and supplemented with mechanical systems where required.

Due to the small buildable area on the southernmost parcel, the smaller building parking structure does not have the option of being separated from Newport Way by residential or commercial facilities. Instead, we have included raised planting beds into the design to be planted as a nearly solid visual barrier; comprised predominantly of interesting evergreen plants to provide a year-round visual buffer to the parking facilities. The raised planter was also designed at a height that would allow it to double as a seating opportunity, allowing pedestrians the opportunity to rest or gathering. This element helps emulate the street wall while allowing the plan to open up the parking structure at the front to allow in natural light and ventilation. The evergreen planting will help to enrich what would normally be an ordinary parking structure. Both parking structures shall use appropriate signage and lighting to provide safe usable spaces for pedestrians and motorists. In the parking structures pedestrian walking areas adjacent to the travel lane have been marked and will be continuous to building entrances.

Also included in our design is a small surface parking area at the main entry of the larger building. This area is buffered again by raised planting beds that continue the street wall developed at the ground floor by the townhomes. To promote a safe pedestrian zone, alternate paving will be used in this space to promote traffic calming and alert the motorist that this is a shared circulation realm.

Existing site constraints make it so the only feasible drive accesses lay off of the primary circulation facilities. While this is not ideal under the Central Issaquah Design Standards, we have taken steps to ensure safety and continuity of the pedestrian facilities at these locations. This includes maintaining the grade of the sidewalks at crossings, designing our crossing so that they don't direct foot traffic towards drive lanes and through the use of alternative paving material to that of the road and parking lot at crossings. Driveways have been limited to 20 feet in width and shall be clearly marked with crosswalks to show motorist they are entering a shared realm.

The parking facilities are designed and sized such that all residents' parking needs will be accounted for on site, without burdening public parking located around our development. Parking mix will be of primarily standard size stalls with approximately 25% of parking stalls being compact in size. Adequate parking types will be provided in the project to accommodate different modes of transportation, with appropriate numbers of both motorcycle and handicapped parking areas along with bike racks. To further emphasize our

belief in the need for universal design, we will be providing handicap accessible parking spaces nearest all main entries and located on each level of the large building's parking structure. See the attached plans for exact parking numbers, mix and locations.

Uses within the project are such that we foresee bike parking needs to be of a more private nature. Bicycle parking facilities are located within the individual parking structures on each level for the residents. This way bikes can be safely and securely stored in a location convenient to residents. Bike parking will be located across from main elevator lobbies so pedestrians do not need to travel long distances through vehicular realms to reach their residences. Our bike racks will be rolling hoop racks and securely anchored into the ground to which cyclists can lock their bike with their own locks.

- Landscaping Design:

Our building and site have been designed to meet the vision of Central Issaquah Design Standards for landscaping by acknowledging and responding to the natural existing context of the site. The goal of the site design was to establishing a warm vibrant streetscape environment where hardscaped surfaces are softened through the uses of varied plantings, and by treating our circulation facilities so they meet the vision for a 'Green Necklace', which can serve as an example for future developments.

Our design achieves this goal by preserving the natural wooded hillside and the steep critical areas currently on the site and taking advantage of the space it creates both at the community patio space and as a focal point of interest for residents. Views of this hillside will be preserved down Juniper Street and to the south through the spacing of our buildings and placement of the shorter building on the southern side of the site. Our street scape will be treated such that greenery is maintained across the build façade. Street trees will be chosen so that they fit in with native species of the area and grow to a height and shape such that they frame the pedestrian realm.

Planting beds have been planned at the front of the Townhome units to help create an attractive, lively privacy barrier between public and semipublic realms. Planting will be such that they are attractive year round and include planting groupings of a repetitive nature that help foster a design unity across the site. We will be utilizing raised planting beds as buffers from vehicular parking areas; using evergreen plantings that do not impede views of the larger building environment, and that are sized such that they are to the scale of the pedestrian and of a similar language used throughout the rest of the site. These raised beds shall be designed and sized such that they can serve the dual purpose as "perch walls" and provide opportunities for use as site furnishings, along with the proposed bench seating area at the small building and large building entry courtyard. Through these considerations and treatments we hope to foster the creation of a "Parkway" streetscape as is envisioned for Newport Way in the Central Issaquah Plan; a parkway that will serve as the starting place of a greater connection between the residential developments of the area and the major Core streets to the north.

- Tree Preservation

Tree preservation for Parcels B and C was addressed during the Inneswood Estates Short Plat process. The approved concept provides for tree retention credits from Tract B applied to complete tree removal, if needed from the developed parcels. See Conceptual Tree Preservation Plan.

- Lighting Design:

Our project will meet the lighting standards laid out in the Central Issaquah Plan by implementing a lighting plan that illuminates our new proposed Parkway circulation facilities in a consistent manner appropriate to meet the needs of both pedestrians and motorists. Entryways to individual townhomes and porches will be supplied with recessed lighting where feasible to help minimize glare while still maintaining safe environments. Lighting in parking structures shall be located in a way so as to minimize light spillage into the rest of the development. Additionally, parking structure walls will be treated such that they are a light color to help improve visibility and reduce contrast. Where our parking structure at the small building is unsheltered from the public realm by townhomes, we will be using evergreen planting to help provide a screen to prevent light spillage.

The main entries of our buildings will be lit in a way so that they are highlighted from the rest of the building. Lighting will be located in overhanging canopies along with low walkway lights in planting beds to provide a safe and attractive entry sequences. Lighting in our planned outdoor patio space will be planned and scaled such as to provide illumination to individual seating areas at the appropriate scale of individual space. Rather than have one entirely lit up plaza type space, patio zones will be broken up and lighting provided to create more intimate conditions. Lighting in this area will be such that light does not spill outwards into critical areas of the nearby hillside. Overhead lights shall be used in the planned sheltered canopy area, recessed so light do not spill out into nearby critical zones. Lights will be controllable so they are not on when space is not in use by residents, and on a timer so they do not stay on all night.

Project Proposal:

The proposed project site is located within the Gilman district of the Central Issaquah Plan. The site is zoned mixed use residential and currently is home to a single residence. The proposal for the site includes two multifamily buildings; one building containing 74 apartment units (four stories above two stories of parking) with 12 townhomes (two stories), and one building containing 7 apartment units (three stories above a single story of parking). Uses within the development would be strictly residential and at a density more in line with the vision for this area. Each building is to have its own self-contained parking structure, two stories of parking in the case of the 74 unit apartment building and one story in the 7 unit apartment building.

74 Unit Apartment Building with 12 Townhomes:

- 4 stories of apartments above two levels of parking
- R-2 Occupancy, Type V-A construction.
- Apartment unit break down
 - 17 studios, Type A & B Accessible
 - 27 single bedroom units, Type A & B Accessible
 - 30 two bedroom units, Type A & B Accessible
- Townhomes
 - 10 single bedroom units
 - 2 two bedroom units

7 Unit Apartment Building:

- Apartment unit break down
 - 2 single bedroom units, Type B Accessible
 - 5 two bedroom units, Type A & B Accessible

Parking:

- 74 unit apartment building with 12 townhomes
 - 108 standard and compact parking stalls
 - 6 handicap accessible stalls (one van stall)
 - 4 motorcycle spaces
 - Bike storage for 14 bikes
- 7 Unit Apartment Building
 - 9 standard and compact stall.
 - 1 handicap van stall
 - 1 motorcycle space
 - Bike storage for 7 bikes

List of questions and interpretations for City Staff

- When calculating for our site impervious areas, will we be able to use the whole site (critical area and land in Tract B) or will we be limited to using the area of our individual parcels?
- When calculating building frontage at the build-to-line, can we count covered porch space as meeting the requirements for buildings being present at the build to line?
- It is our understanding that we would be able to build to the Max allowed FAR and height limit for mixed use residential under Table 4.4 in the Central Issaquah Design Standards paying a density bonus fee. Is this still the case or will you be requiring an affordable housing component?
- Under section 14.4 B Standards for Ground Level Residential Uses, the Central Issaquah Design Guidelines calls for "...a weatherproof roof covering, appropriate to the size and importance of the entry but at least six feet (6') deep and four feet (4') wide." However, under the weather protection guidelines of the same section it states that "Weather protection is required over building entrances for Residential Uses at least four (4) feet deep and four (4) feet wide." Will we be okay using the four foot depth for covering at the entries to our townhome units?
- Please address the status of the future improvement plans for the intersection of Newport Way NW and NW Juniper St. What impact will these plans have on our project at this time.
- The proposal includes on-street parking in front of the 74-unit apartment building. Will the City approve this concept?
- Is it possible to eliminate the 6' planter strip on Newport Way for the portion of Tract B north of Parcel B? This is a fairly steep sloped protected area of the property which will never be developed. The extra 6' in road section widening increases the retaining wall height by up to 8' from an average of 9' high to an average of 17' high. A shorter wall from a pedestrians viewpoint appears less of a barrier than the higher wall.

- Placing the stormwater vault behind the apartment requires extensive cuts in to the slope such that the retaining wall is increased by over 20' in height. Because of the significant cost of building a retaining wall in this steeper sloped area, we are in the process of identifying options for storm water control and treatment. We request a discussion of vault placement and configuration constraints related to both the proposed 10-lot single family residential preliminary plat and the proposed apartment complex.
- We request a discussion on the suitability of using the Filterra Stormwater Bioretention Filtration System. This method of water quality treatment is being proposed since the frontage area on Newport Way is unable to drain to the proposed on-site vaults due to topography.